



TOWN OF FAIRFAX

STAFF REPORT

August 7, 2019

TO: Mayor and Town Council

FROM: Garrett Toy, Town Manager *GT*

SUBJECT: Approve Amendment No. 7 to the master agreement with California Infrastructure Consultancy (CIC) to increase the contract amount by \$105,572 for additional services to redesign the retaining wall for Meadow Way bridge

RECOMMENDATION

Approve Amendment No. 7 to the master agreement with California Infrastructure Consultancy (CIC) to increase the contract amount by \$105,572 for additional services to redesign the retaining wall for Meadow Way bridge which revises the not-to-exceed amount to \$2,316,250.

BACKGROUND

In October 2013, the Council awarded a master contract to California Infrastructure Consultancy (CIC) to provide preliminary engineering, community outreach, environmental, and design services for five bridges (Canyon, Creek, Marin, Spruce, Meadow Way) in Fairfax. Meadow Way is a timber bridge located in a quiet, wooded, residential Fairfax neighborhood on Meadow Way near Cascade Drive. The bridge has been programmed for replacement by Caltrans due to its poor condition and Structurally Deficient (SD) status. The project is funded by the Federal Highway Bridge Program (HBP).

DISCUSSION

In January 2018, the Council last received a report on status of environmental assessment phase for the Meadow Way Bridge replacement project and approved an alternative “half retaining wall-half rip-rap” design. At the January meeting, CIC reported environmental studies and preliminary design in support of the studies were currently underway. Both NEPA and CEQA documents for the bridge are due to be released shortly and the latter, for which the Town assumes the lead, will be circulated for 30 days for comment before being finalized and approved.

To address the neighborhood request and reduce the visible concrete surfaces, CIC looked into breaking up the long retaining wall, attached to the southwest corner of the bridge, into lower- and upper-tier walls at this location. CIC developed a preliminary concept of a “half-wall-half-riprap” vs. a long retaining wall. The original wall was shortened to nearly half of its length and the rest was replaced with a natural slope below a new, shorter upper-tier wall. The natural slope from the top would be fortified with subterranean riprap and soil reinforcement elements. The slope would be planted with native riparian trees, bushes and vines, which will eventually conceal both the upper and lower walls. Also, a log-rootwad revetment at the base

of the slope here, stabilizing the creek bed and providing environmental enhancements and an improved fish habitat, will be constructed here.

CIC reported and shared this concept with the town and the impacted property owner, and subsequently the rest of the Meadow Way neighborhood. The impacted household has given its consent about the change and is happy with the new concepts. The primary benefit of the redesign was that it created a more natural fish and riparian environment in the creek and reduces the amount of hardscaped surface at the creek level. However, the concept could result in modestly higher, long term maintenance cost to the Town, although it is too difficult to evaluate the costs at this time.

CIC also reported at the meeting that Caltrans had preliminarily indicated that the concept seemed to be reasonable and could be acceptable. However, Caltrans would need to formally review the preliminary design. CIC reported that the cost of its construction would be somewhat less or similar to the “all-wall” solution currently on the books. However, there would be modest increase in design cost to prepare the “log, root wad and boulder revetment” design for Caltrans approval in the future. CIC did not believe this redesign would delay the environmental review for the project.

The Council approved the concept and directed CIC to submit the new design to Caltrans for approval along with the request for additional design monies. CIC prepared a supplemental funding request package to Caltrans for these improvements. The Town received correspondence from Caltrans District 4 (Oakland) recently that the application for funding has been approved by its headquarters office. The environmental studies have continued without delay and have, in fact, been expedited recently.

The total of current design and environmental phase (NEPA) budget is \$932,238. The additional dollars in this request are \$105,572, which will bring the total federal project budget to \$1,037,810, rounded to \$1,037,800. The town is committed to 11.47% of the project’s cost in this phase. However, 100% of the right-of-way acquisition and construction phase costs of project elements will be federally funded. In summary, the Town’s budgetary commitments, so far into the project, are as follows:

<u>Total Project budget</u>	<u>Current Fairfax Share (11.47%)</u>	<u>Additional share</u>	<u>Total Fairfax Commitment</u>
\$1,037,800	\$106,928	\$12,109	<u>\$119,037</u>

The Town also pays for all the CEQA costs because those costs are not reimbursable under the HBP.

FISCAL IMPACT

The adopted FY19-20 CIP for Meadow Way Bridge included the additional costs. Since the Meadow Way Bridge project is part of the overall master contract, the overall contract will increase by \$105,572 from \$2,210,678 to a revised not-to-exceed amount of \$2,316,250.

ATTACHMENTS

Amendment #7 to the contract